AMENDMENTS TO THE SPECIFICATION:

Please amend paragraph [0046] beginning on page 12 as follows:

Fig. 1 shows, in a generalized manner, a power-split drive train, which has a hydrodynamic circuit 12, which splits off power from the main drive, with which the electric generator 11 is driven, or transmits it retroactively back to the power-split transmission 5. It is also conceivable to construe the drive train in such a way that a partial power is conveyed from the power-split transmission 5 via the hydrodynamic Föttinger converter to the first power branch 7. In so doing, it is possible to employ, as hydrodynamic circuit 12, a hydrodynamic Föttinger converter , a hydrodynamic coupling, or a ~~Trilok~~ TRILOK™ converter. As discussed above, for the use of a hydrodynamic Föttinger converter, there exists the advantage of a self-control on account of the agreement between the power input characteristic of a wind rotor and the intrinsic characteristic of the hydrodynamic Föttinger converter. In contrast to this, when a hydrodynamic coupling is chosen as hydrodynamic circuit 12, the power flow between the coupling halves must be actively controlled; the measuring and adjusting means that are necessary for this as well as the controls chosen in each case can be designed in the framework of an expert practitioner's discretion. This notwithstanding, hydrodynamic couplings offer advantages in certain applications. This is due particularly to the fact that a coupling allows the speed regulation of the wind power station to be assisted in a simple manner when the full-load region is entered. This is of advantage particularly for large wind power stations that are projected for use on open ocean. The ~~Trilok~~ TRILOK™ converter, in turn, may be preferred in certain areas of operation as an

alternative hydrodynamic circuit 12 because of its high efficiency.

Please amend the Abstract as follows:

~~The invention relates to a~~ A drive train having ~~for the transmission of a variable power at a variable input speed for a power-generating station that is driven by a turbomachine, such as a wind turbine or a water turbine. The drive train has~~ a power-split transmission for distributing the power to at least one first power branch and at least one second power branch. The first power branch at least indirectly drives an electric generator, while a connection is established between the first power branch and the second power branch by ~~means of~~ a hydrodynamic circuit, which is disposed at the output end of the power-split transmission. The power flow is influenced in such a way by the hydrodynamic circuit that the speed at which the electric generator is driven is substantially constant.